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Hongkong, 4th December, 1907. [a46]

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THE HONGKONG DISPENSARY.

Hongkong, 2nd April, 1908

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The Daily Press.

HONGKONG, APRIL 9th 1908

A HONGKONG Governor is not so very far
from the position of a Hongkong editor
after all. He cannot please everybody, and
if he gets some ha-pence, it is becoming
increasingly evident that he doesn't escape
the kicks. In this matter of the Sanitary
Commission and its various issues, we find
it in our heart to condole with His Excel-
lency, but to cheer him up a little, my
point out that his critics are skewering
him in a loving way. Fancy being "in-
advertently misinformed." If he had been
something less than a Governor, his speech
might have fared worse. The most unkind
of his commentators admit it would be in
bad taste to suggest that the King's Re-
presentative could be advertently misin-
formed, and His Excellency has room for
contemplation, so far as no one has pre-
sumed to allude to "the impropriety of
certain utterances which have disfigured the
substantive oratory." Happiness being
subjective, a state of mind, its formula
"things might be worse," we trust that
His Excellency has not permitted himself
to be perturbed by the summer lightning
and thunder that flickered and grumbled
from the last meeting of the Sanitary
Board. Possibly, if His Excellency has a
sufficing sense of humour, our respectful
sympathy is quite uncalled for. He may,
in the proper privacy of Government House,
have allowed himself the luxury of a smile
or two at the public denunciations of official
"tauties." We do not really think that the
Chairman's appeal to the good sense of the
Commission's apologists was part of a depp-

laid official scheme to burlesque discussion. It
was, if we may venture on a diagnosis, merely
the Chairman's hypersensitiveness to con-
siderations of etiquette. His appeal to Mr.
Hooper's "good sense" was an appeal to his
"good taste." It seemed to him a sort
of *deus in machina* to traverse a viceregal
address before it had had its formal
discussion and reply in a more exalted
Chamber. We have no doubt, in our own
mind, that His Excellency would rather this
consideration had not been so officiously
put forward, especially now that it has been
magnified into a further example of official
obstructiveness. The King's Representative
is not entitled to quite the same amount of
obsequence as his Royal Master, nor is a
rampant "Suffragette" entitled to all the
chivalrous deference due to her sex. Let
us hasten to remove any impression of
odious comparison. People are so ready to
misunderstand us. All we mean is this, that
the King does not enter into the arena of
political controversy, and his Representative
here does. Doing so, and making a political
speech, we do him the simple justice of
admitting that he claims no immunity from
reply. He would, we feel sure, have been
as disappointed as anybody if the members
of the Sanitary Board had not been allowed
to give full expression to all that was in
their minds.

Three plague cases yesterday make the total
to date forty.

Mr. J. H. Kemp took his seat in the First
Court at the Magistracy yesterday.

A Chinaman, arrested at Vancouver on a
charge of embezzlement of \$1,200, was brought
to Hongkong on Tuesday. Yesterday he
appeared before Mr. Kemp and remanded for
a week.

The Earl and Countess of Wicklow arrived
here on Tuesday. Another distinguished visitor
was Sir Cosmo Edmund Duff Gordon.

Sir John Jordan, H.B.M.'s Minister to
Peking accompanied by Mr. F. G. Mayers left
for Shanghai by the German Mail steamer
"Yorok."

Dr. Bateson Wright, headmaster of Queen's
College, and Mrs. Bateson Wright, left for
England yesterday by the German Mail
steamer "Prinzess Alice."

In addition to those gentlemen already men-
tioned who are providing articles on various
subjects for "Twentieth Century Impressions
of Hongkong" Capt. Lyons is supplying
articles on the Police, Prison, and Fire
Brigade.

"On one occasion" (says "Cassell's Saturday
Journal") "Queen Amelia of Portugal nearly
caused a revolution at her Court by photograph-
ing with Rougen rays one of her ladies who
was celebrated for her wasp-like figure. The
Queen, after developing the picture, gave a
lecture on the evils of tight lacing, and held up
her unfortunate sitter as an awful example.
All the ladies were ordered to let out their
waists, and the grumbling and discontent
threatened severe trouble."

The Queen and the Dowager Empress of
Russia, accompanied by Princess Victoria,
visited Mr. J. Pierpont Morgan's house at
Prince's gate last month to inspect his art
treasures. Mr. Morgan's treasures, the bulk of
which are housed at Prince's gate, are estimated
to be worth £3,000,000 or more. His old
silver is worth nearly £100,000. He has a
Gautier marble table which cost £70,000. He
paid £25,000 for a set of Aldines, and £10,000
for a set of Dickens. Mr. Morgan owns the
original manuscripts of Byron's "Corsair,"
Lytton's "Last Days of Pompeii," Keats's
"Seven Lamps of Architecture," and Oliver
Wendell Holmes' "Autocrat of the Breakfast
Table."

Mr. S. T. Dunn, superintendent of the
Afforestation Department, instituted proceed-
ings at the Magistracy yesterday against four
villagers from Kappa Hong for contravening
the afforestation laws by cutting down trees
without permission. The defendants pleaded
that they did what they had been accustomed
to do, but it was pointed out that the forestry
regulations, which have been extended to the
New Territory with good results, prohibited
the cutting down of any trees or shrubs
without permission. This was an attempt
on the part of the villagers to break through
the regulations. His Worship (Mr. Kemp)
dismissed the defendants with a caution and
advised them to get a licence each.

Whether the unanimous decision of the House
of Lords in the *Araucaria* constructive total loss
case will make any difference in the future or
not—in view of the definition of constructive
total loss in the new Marine Insurance Act
—is not known, but it is not the less interest-
ing on that account. The recognized principle
of constructive total loss—recognized, that is,
by underwriters—is that when a vessel is so far
damaged that the cost of repair and salvage
exceeds the value of the vessel when repaired
(that is, the insured value), there is a constructive
total loss. The House of Lords appears to re-
cognize this principle, but say that there is not
one but two tests of constructive total loss. The
second test is whether a prudent uninsured
owner would sell a vessel or repair her; if this
test be allowed, then the question as to the
value of the wreck, what she would fetch as the
junk, must come into consideration. It is added
at this test can be applied only where there has
really been a wreck or something equivalent to
a wreck.

The excommunication of Abbe Loisy, in the
severest possible form, expelling him from the
Church and forbidding Roman Catholics to
hold communication with him, is considered to
be the first of similar acts against Modernists.
A prominent follower of Abbe Loisy's states that
the sentence will have no effect, and that,
though excommunicated, Abbe Loisy will not
be deserted like Lammennais.

Yachts, like steamships are continually grow-
ing in size and the possibilities of comfort.
What is said to be the second largest privately-
owned yacht in the world has lately been
launched at Leth in the shape of the *Islands*.
This twin-screw vessel, which has been built
for Commodore Morton F. Plant, of New
York, is of about 2,300 tons register, and has
a length of just over 300ft. She will have
engines of from 3,000 to 4,000 indicated horse-
power. Her boilers are partly cylindrical
marine return tubular and partly water tube,
a combination for the first time installed in a
yacht. It affords the advantage of raising
steam at the shortest possible notice, and of
"quickly" providing additional speed. A bank
capacity 550 tons gives the yacht a very
extensive radius of operations. She is provided
with motor and steam launches, quick-firing
guns, electric lighting, wireless telegraph,
refrigerating plant, laundry worked by electric
motors, and a system of ventilation operating
some thirty motor-driven centrifugal fans.
The accommodation for the owner and his
guests is of a luxurious description.

A FAT DIVIDEND.

A private telegram informs us that the
directors of the Yangtze Insurance Company
of Shanghai are recommending a dividend at
the rate of 25 per cent. in the old shares.

DEPARTURE OF THE CAMERONS.

The killed Highlanders whose appearance
gave a pleasing touch of picturesque animation
to the city, have taken their departure for the
north. Though the Queen's Own Cameron
Highlanders have been in the "Colony" for
about four months their stay has been a
popular one. The sight of the tartan warmed
the hearts of the Scottish community, while
the musical accomplishments which the
regiment carried and the sporting qualities of
the men appealed to all. They made many friends
during their short residence in Hongkong and
not a few thought yesterday of the words of
the Jacobite song.

Better lo'd ye canna be
Will ye no come back again.

The regiment embarked at nine o'clock on
the transport "Dufferin," which sailed for the
North about noon. Before the departure of the
vessel Captain Mitchell Taylor, A.D.C. to
H.E. the Governor, went on the board with a
letter from Sir Frederick, in which His
Excellency wished Colonel Kitch and his
Highlanders farewell, a pleasant voyage, and a
happy time in the North.

EXCITING SCENE ON A CRUISER.

An unusual incident was witnessed on board
H.M.S. "Kent" on Tuesday. A Chinese con-
tractor had been employed to polish and renovate
the furniture and to do other work on the ship
and one of his hands was named Wu On. On
the day in question Wu was leaving his work
at half past twelve, considerably before the re-
cognised time, and his master remonstrated
with him. Wu became angry and seizing a
hammer attempted to strike his master. The
latter, however, succeeded in wresting it from
him, whereupon the enraged workman rushed
to the side of the ship and drew a bayonet
from a bayonet rack. He unsheathed it and
made a lunge at Ng, who would in all prob-
ability have received the weapon in his body
had it not been for the timely arrival of a
marine from the upper deck who took in the
situation at a glance and came to the assistance
of the contractor. He seized the man and
handed him over to the police. He was brought
before Mr. Kemp at the Magistracy yesterday
and was sentenced to six weeks' hard labour.

LOCAL SPORT

FOOTBALL

The replay of the semi-final tie between
H.M.S. "King Alfred" and the Hongkong
Football Club will be played on Saturday, the
11th A. M. at 4.30 p.m. on the Club ground.
Referee, Lieut. Mullins, R.M.L.I.

GOLF

The monthly competition for the Captain's
Cup was held at Happy Valley between April
4th and April 6th. The following cards were
returned:—

CAPTAIN'S CUP.	
* W. D. Kraft	80 — 7 73
* W. G. L. A. Bales, R.N.	89 — 16 73
A. Gittins	79 — 2 77
C. T. Beath	82 — 5 77
Col. R. Martin	87 — 10 77
H. Wilson, R.N.	85 — 6 79
P. Tetter	97 — 18 79
H. C. Sandford	95 — 15 80
Com. H. C. R. Boucher, R.N.	84 — 7 81
E. C. Lane	96 — 15 81
M. A. Murray	89 — 5 84

FOOT.	
* W. D. Kraft	81 — 7 73
C. T. Beath	82 — 5 77
Col. H. Martin	87 — 10 77
H. Wilson	85 — 6 79
H. C. Sandford	95 — 15 80
Com. H. C. R. Boucher, R.N.	87 — 7 80

* Tie for Captain's Cup.
+ Winner of Pool.

How to be BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's Orme Charmante, Last
Charmant and Special Skin Tonic and Poudre
Charmant will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE PROPOSED AMUR
RAILWAY.

LONDON, April 7th.

The project for a railway through
the Amur region has been passed by
the Duma.

THE RECONSTRUCTION OF
THE CABINET.

LONDON, April 7th.

In the reconstruction of the
Cabinet in consequence of the resigna-
tion of Sir Henry Campbell-Bannerman,
and the appointment of Mr.
Asquith as Prime Minister, it is
anticipated that Mr. Lloyd-George
will become Chancellor of the Exche-
quer, Mr. L. V. Harcourt, First Lord
of the Admiralty, and Mr. Winston
Churchill Secretary of State for the
Colonies.

HONOURS.

LONDON, April 7th.

The Earl of Crewe has been elected
a Knight of the most noble Order of
the Garter; and Lord Tweedmouth a
Knight of the most ancient and most
noble Order of the Thistle.

OBITUARY.

LONDON, April 7th.

The death is announced of General
Sir Drury Curzon-Drury-Lowe, G.C.B.,
of the 17th Lancers.

OBITUARY.

LONDON, April 8th.

Sir Howard Vincent, K.C.M.G.,
the eminent Conservative M.P., vol-
unteer, author, and cartographer, is
dead, aged 59 years.

SHIPBUILDING.

LONDON, April 8th.

The White Star Company is build-
ing four large liners to run between
Liverpool and Montreal.

NEW GOVERNOR OF VICTORIA.

LONDON, April 8th.

Sir Thomas Gibson-Carmichael,
Bart., has been appointed Governor
of Victoria.

The previous Governor and Commander in
Chief was Major General the Hon. Sir Regi-
sald Arthur James Talbot, K.C.B. The new
Governor is a Scottish baronet who was private
secretary to Sir George Trevelyan and Lord
Dalhousie when Secretaries for Scotland.

AN UNPLACED OUTRAGE.

LONDON, April 8th.

The British steamer "Igris" has
been attacked by rebels.

[REUTERS' SERVICE.]

SIR HENRY CAMPBELL-
BANNERMAN.

LONDON, April 6th.

Newspapers of all shades publish the
most sympathetic articles on the resignation
of Sir Henry Campbell-Bannerman, and
hope that it will assist towards his recovery.
The papers also publish eulogistic appre-
ciations of Mr. Asquith, giving him the
most hearty welcome and laying special
stress on his strength and independence of
character, which the Unionist papers an-
ticipate will be a check to the influence of
the Extremists.

THE HOUSE OF COMMONS.

LONDON, April 6th.

Mr. Asquith moved the adjournment of
the House of Commons to the 14th inst.
when it will probably adjourn over Easter.

NEW APPOINTMENTS.

LONDON, April 6th.

It is confirmed in well informed quarters
that Mr. Chyrell and Mr. Bunceman will
join the Cabinet. Mr. Lloyd George takes
the Exchequer, and it is anticipated in the
Lobby that Lord Elgin and Mr. Gladstone
will succeed The Marquis of Ripon and Sir
Henry Fowler.

RUSSIA.

LONDON, April 6th.

During a discussion on the construction
of the railway to the Amur territory, the
committees of the national defence and
communications recommended its immediate
construction as of primary strategic impor-
tance.

SUPREME COURT.

Wednesday, 8th April.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR FRANCIS PIGOTT).

THE INTERPRETATION OF A CHARTER PARTY.
The Man Cheong Yuen Firm claimed from
the Fukumai Company 527 bags of rice belong-
ing to the plaintiff in the possession of defend-
ants or \$5178.94 the value thereof and \$500
damages for detention thereof.

The statement of claim stated that plaintiffs
are merchants carrying on business at 159
Wing Lok Street and defendants are merchants
and agents of the owners of the Japanese steam-
ship "Kon Maru" and carry on business at 3
Queen's Road Central. By a charter party dated
2nd March, 1907, made between the plaintiffs and
defendants as agents the plaintiffs chartered
the said steamship for a voyage from Saigon to
Hongkong to carry a full and complete cargo
of rice and/or other lawful merchandise. By
clause 17 of the said charter party the freight
payable upon a mixed cargo was 24 cents per
pion upon 45,000 piculs, being the estimated
capacity of the said steamship. The plaintiffs
loaded the steamship with a full and com-
plete mixed cargo of lawful merchandise
consisting of white rice, cargo flour, white
flour, and dried fish of a total weight of
41,141 piculs. On or before the 27th April, 1907,
the plaintiffs paid defendants \$108'0 in re-
spect of this cargo, at the rate of 24 cents per
pion on 45,000 piculs, but the defendants
wrongfully refused to deliver to the plaintiffs on
their demand 327 bags of white rice, the prop-
erty of the plaintiffs and part of the said cargo
and had since detained and wrongfully con-
verted the same to their own use.

Defendants replied that plaintiffs did not
load the steamship with either a full or a com-
plete cargo or with a mixed cargo. The cargo
which was loaded upon the steamship weighed
41,188.10 piculs out of a total capacity of the
ship of 45,000 piculs. The cargo was not a mixed
cargo, and defendants justified the detention of
the bags of rice under the charter party which
gave the master of the ship a lien on the cargo
for freight, dead freight and demurrage. They
had not converted them to their own use and
were willing to return them to the plaintiffs
on the payment of \$1404.40 for additional
freight due by the plaintiffs and incurred by
the defendants in connection therewith.

Mr. M. W. Slade, instructed by Mr. A. G.
Jackson, of Messrs. Johnson, Stokes and
Master, appeared for the plaintiffs, and defend-
ants were represented by the Hon. Mr. H. E.
Pollock, K.C., instructed by Mr. C. F.
Beavis.

Mr. Slade, in opening, said there appeared to
be in this case only two questions in dispute.
One was whether or not a cargo consisting of
rice, rice flour, and salt fish was a mixed cargo
within the meaning of the charter party entered
into between the parties for the conveyance of a
cargo of broken rice, rice flour, and other lawful
merchandise from Saigon to Hongkong. The
second question seemed to be whether or not
there was a full and complete cargo.

His Honour—You pay as if it was a full
cargo?

Mr. Slade—They make that point.
Mr. Pollock—No no. We interpret it in
the same way. The point is the mixed cargo.
It is reduced to one point.

Mr. Slade—There is no question of the
amount between us.

Mr. Pollock—I don't think so. We will take
it there was a full and complete cargo.

Mr. Slade—As to the figures they are all
agreed. We have paid one way or another the
full amount.

Mr. Pollock—It has been agreed to in cor-
respondence.

Mr. Slade—If it was a mixed cargo we have
paid the defendants the full amount we owe. If
it was not a mixed cargo then we ought to pay
the amount claimed.

Evidence was afterwards called on behalf of
the plaintiffs' case, and the case adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.
GOMPERTZ (ACTING JUSTICE CLERK).

NEWSPAPER DIFFICULTIES.

His Honour gave his reserved decision
in the action by the Si Wai Kong Po
firm, who are the proprietors of a Chinese
newspaper, against the Chong Seng firm
of printers for \$1,000 for loss caused by
breach of contract in printing their paper. The
Chong Seng firm counterclaimed for \$173.17,
being the balance due for printing done.
Mr. P. W. Goldring, of Messrs. Goldring
Barlow and Morrell, acted for the plaintiffs, and
Mr. Jackson, from the office of Messrs. Johnson-
Stokes and Master, appeared for the defendants.
His Honour said that it seemed the defend-
ants were very anxious to get rid of the contract
and it was a pity on their behalf that the
plaintiffs would not release them unless they
paid damages. He considered the contract was
wrongfully broken and that plaintiffs were
entitled to damages. He gave judgment for
plaintiffs with costs and left the question of the
amount of damages to be settled by the
Registrar.

WHERE WERE THE PROFITS?

Wong Cheuk g, otherwise Wong Fui sued
Tam Ching Wa and Ng Yik Fat, contractors,
for \$435, being his share of the profits
made in the business of the company.

Mr. Crowther Smith appeared for the
plaintiff and Mr. E. J. Grist for the second
defendant.

Mr. Grist—I understand the second defend-
ant has not been served, and I take the point that
the second defendant cannot be sued in the form
of the present writ. I asked for particulars
and they have been supplied. I take it that the
only action that lies is for a statement of
accounts.

His Honour—Have any accounts been taken?
Mr. Grist—We say no, my Lord, but I under-
stand my friend says that they have been taken.
Mr. Smith—I propose to say, my Lord, that
the defendant has told the plaintiff what his
share in the business was and that he did not
have the money to pay him.

His Honour—You say that the money has
reached his hands?

Mr. Smith—I think after your Lordship has
heard the evidence you will come to that con-
clusion.

Mr. Grist—If it discloses any right of action
it is an action against both people. Both people
must be brought into court. There were about
fifteen partners in this concern and we say the
money has never been in my client's hands. I
contend the defendant cannot be sued in the
present form of the writ.

His Honour (to Mr. Smith) Do you wish to
proceed against the one defendant served?

Mr. Smith—That is what I propose to do.

His Honour—And you will prove that he
admitted having this money in his hands for
the plaintiff?

Mr. Smith—Yes. He said he had the money,
but could not pay just now or words to that
effect.

His Honour—Then you want the writ amend-
ed against this man?

Mr. Smith—Yes, my Lord.

Evidence was called, and the case adjourned.

MAGIC AND MYSTERY.

Some philosopher has remarked that men and
women like to be mystified, and if any con-
firmation of this statement were needed one has
only to recollect the popularity of conjurers and
magicians. One of the most attractive pro-
grammes ever submitted to a Hongkong
audience—attractive because of its mystery and
wonderful achievements—is that given by the
Japanese Juggler Company which is now
occupying the stage of the Theatre Royal.

The performance is picturesque as well as
marvellous. The mystery of the East is pre-
sented with all the charm of Japan, and those who
went to the exhibition last night were
delighted with it. The magic by umbrellas, in
which a great number of umbrellas apparently
produced from innocent looking silk mysteri-
ously drawn from a bowl which was supposed to
contain nothing, was one of the most striking
items in an interesting programme, but the
most wonderful perhaps was the water magic in
which a number of jets of water are made to
spring from the most unlikely places such as the
head of an attendant, lighted candles, and so on.
Certainly the programme is worth seeing.

THE ANGLO-SIAMESE NEGOTI-
ATIONS.

The negotiations pending between Great
Britain and Siam have been in progress at
Bangkok for some time between Mr. Paget,
the British Minister, and the Siamese Government.
They were initiated by Siam, who desired a
modification of British extra-territorial rights,
and in this respect the proposals are to a certain
extent similar to the arrangement of the Franco-
Siamese Treaty of 1896, which abolished French
extra-territoriality so far as Siam was con-
cerned. In return for similar concessions on the
part of Great Britain Siam is prepared to cede
the two outlying States of Kelantan and
Tringano, which are adjacent to the British
Malay States, and in which there are important
British interests. Full details of the negotia-
tions are not available, but it is believed that
the matters referred to above do not form the
whole of the proposed arrangement. Kelantan
and Tringano are tributary Provinces of Siam,
Kelantan being administered by a Siamese
Commissioner, assisted by an English adviser
appointed by the Bangkok Government. It
is natural that both these Provinces should be
under British control, as they are contiguous to
the British Malay States, and are determined
as within the British sphere of influence by the
Franco-Siamese Treaty of 1903. They cover
an area of between 8,000 and 9,000 square miles.

SIXTY MILES AN HOUR IN AIR.

MR. FARMAN'S HOPES FOR NEW AEROPLANE.
A totally new type of aeroplane has been
designed by M.M. Voisin for Mr. Farman, the
winner of the £2,000 prize for a circular flight
of one kilometre, and is now rapidly nearing
completion.

The new aeroplane consists of a long spindle-
shaped framework, measuring 46ft. from head
to tail, near the centre of which are placed the
motor and driver. Three pairs of wings—
arranged side by side, and not above one
another, as in

Tokyo, March 31st:

..The government has issued some race regulations which would force a smile on any one. For some months past, what contradictions of its attitude towards gambling in Formosa and Japan and towards the "grand old" racetracks, it has been the cause of a dilemma. Here is the substance of the regulations issued by the Horse Administration Bureau.—Uniformed attendants to be present on racecourses, admission to grand stands less than 5 yen, to paddock stands 10 yen, students and minors not to be admitted, spectators to be quiet and respectfully disposed to suspend races when (1) race officials demand guilty of unfair conduct, (2) considered dangerous, (3) when accidents are apprehended or public safety is considered in danger of violation; (4) admitted to part-mutuel offices, (5) the grand stand to be instructed so as to prevent spectators from outside and separated from the grand stand as far as possible, (6) tickets to be 10 yen and not to be utilised in a manner to encourage the gambling spirit of the public. The issuing of these regulations makes one feel that the race course is not by any means a place of resort, but from the point of view of the various companies the following regulations regarding distribution of profits are certainly means encouraging.—Of net profit 10 per cent. to reserve; 80 per cent. to be distributed; 10 per cent. to be paid for prize for horse and jockey as encouragement to breeders of horses; 10 per cent. for promoting horsemanship and 10 per cent. calculated to improve the breed. The 10 per cent. is to be given to charity. The profits the companies are supposed to make themselves they may not use, 10 per cent. to the reserves. No one can object to these regulations to go unchallenged, and it is interesting to watch results. Some of these companies were very high but the new regulations will bring them down to Tokyo railway! It is to be noted that these regulations do not

small it appears as it bobs up and down
of the water. Theship which is to be
to pierce it with her guns is laid past it
of about fifteen knots. She is rising
on the sea, and may be hasen't the
roll. The conditions, however, cannot
bad, because otherwise the marksmen
but attending on the target could not
their important position.

"The fleet is a very little exercised
smaller than the smallest battleship
much bigger than would probably
actual war, and the time in which
blaze away is only nine minutes. In
space of time she has to do her be-
realized that the fate of an action—and
of the Empire—will probably be deter-
the first few minutes. The fleet of
was the game in the Battle of Teshima
quick, straight and accurate. In
minutes which is important. There
whole gunnasion is trained to
at once, to shoot straight from
and, in spite of the speed at which
is travelling and the roll which is
keep it with unvarying accuracy,
quick succession that little dot on
may be pierced again and again
means that the enemy has been injur-
be with serious consequences."

It is in these conditions that
with the heavy guns of the fleet is
We can know the results achieved.
of order of merit is a very fair
the war efficiency of the several
The fleets and squadrons—and the
each—as follows in the order of
Squadron. Guns. Points.

China	270	239
Hong Kong	270	239
China Fleet	270	239
Mediterranean	170	168
Atlantic	140	168
Channel Fleet	250	140
Cape of Good Hope	20	123

It will be seen that the first place
Fleet is taken by the armored
the China Squadron. The flag-
East, the King Alfred, with
flag of Vice-Admiral Sir Arthur
points, and the second, the
third is the Dreadnought
points, and fourth, the Queen
Admiral Sir Charles Drury, in
ranean, with 339.43. The perform-
ships are remarkable. They se-

comands.
best ship
in merit:

Mar. Score.	
527-26	
ought 4100	
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n, flagship of	
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more than	

THE SHANGHAI CLUB

HONGKONG DESIGN WELL

In September last year the Com-
Shanghai Club called for designs
Club building, to be sent in by com-
later than January 31, 1968. Some
were submitted from architects
in various parts of the Far East
the past two months a special
Committee has been investigating
with the object of selecting
suitable for the new Club. This
finally chosen and have been pre-
sented as follows: (1) Mr. Bertram
(of H.B.M.'s Department of Works,
Messrs. Denison, Lam and Gibbs
(3) Messrs. Beesley & Bray
These three designs are now
Shanghai Club, together with other
designs, in which the names of
have not been appended.

The forecast for the 24 hours end-to-day is as follows:

Hongkong and Kowloonhood	(*)
Formosa Channel	N.E. w.
South coast of China between Hongkong and Lamooks	Sar
South coast of China between Hongkong and Hainan	Sar

(*) E. to N.E. winds, fresh or settled, squally with rain.

By a similar tonnage; all the business which he was personally acquainted with were increasing. He certainly did not associate any decrease in British trade with the operation of the Conference system, which provided regular, and efficient services.

By Sir David Barbour—Merchants and ship-owners were so well served by the Conference that they did not want outside competition.

By Mr. Maddison—He looked on a shipping ring as a trade union, its prime object being to

(continued)

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NOTICE.

Communications respecting advertisements, subscriptions, printing, binding, etc., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

HONGKONG CLUB.

NOTICE.

THE TWENTY-SECOND YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.15 p.m. By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.15 p.m. for the purpose set forth in the Notice posted in the Hall of the Club. By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908.

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE No. 641, issued 18th August, 1892, for 10 Shares numbered 3912/3911 in the above Office standing in the name of CHARLES JAMES BOLTON, Esq. of Shanghai, has been LOST, and should the same not be produced before the 23rd inst., a New Scrip Certificate will be issued, to the said CHARLES JAMES BOLTON, Esq. and no transaction taking place under the said Scrip Certificate No. 641 will be recognized by the Office.

JARDINE, MATHESON & CO., LTD.

General Agents, Canton Insurance Office, Ltd.

Hongkong, 9th April, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

HAICHING.

Capt. A. E. Hodgkin will be dispatched for the above Ports on SATURDAY, the 11th inst., at 3 p.m.

For Freight or Passage, apply to DOUGLAS, LAURIE & Co. General Managers.

Hongkong, 9th April, 1908.

Action No. 508 of 1903.

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

BETWEEN THE YOW LOONG HING and

TAI YICK CHONG First Defendants.

To the above-named Defendant TAI YICK CHONG.

TAKE NOTICE that this action was on the 26th day of April, 1908 commenced against you and that the Plaintiff by his writ of Summons claims from the Defendants the sum of \$185.02 for goods sold and delivered.

AND TAKE NOTICE that the Court has by order dated the 6th day of April, 1908, authorized service of the said Writ of Summons on you by the insertion of this Notice in one or more newspapers in this Colony, by Notice put up at the Court House and at No. 59, Queen's Road Central in the said Colony.

AND FURTHER TAKE NOTICE that if you fail to attend at the hearing of that action on FRIDAY, the 10th April, 1908 at the SUPREME COURT of Hongkong at 10 o'clock in the forenoon, the Court may proceed, notwithstanding your absence, and may on the evidence adduced by the Plaintiff give such judgment as appears just.

GOLDING, BARNOW & MORRELL, 683 Plaintiff's Solicitors.

CHINA MERCHANTS S. N. COMPANY.

THE Twin Screw Steamship

KIANG TUNG,

Captain H. W. CHANDLER.

CANTON, MACAO LINE.

FARE.

First-Class Cabin \$9 (Dinner included).

Departure from CANTON to MACAO, EVERY MONDAY, WEDNESDAY and SATURDAY, at 5.30 p.m.

Departure from MACAO to CANTON, EVERY TUESDAY, FRIDAY and SUNDAY, at 9.0 p.m.

Ship will stop in MACAO on every THURSDAY.

All Saloon Berths should be applied for from the Captain.

Hongkong, 6th April, 1908.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲午十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

WANTED.

WANTED.

TO RENT (or Lease) BAR in Town, by Married Couple. Highest references given.

Apply—L. M. Care of "Daily Press" Office.

Hongkong, 7th April, 1908.

WANTED.

HOTEL MANAGER, Thoroughly Experienced and Capable Man, at present in charge of one of the largest hotels in the East. DESIRES CHANGE. Thorough knowledge of the East, and well-known to the travelling public. Highest references. Apply to—Box 777, care of "Daily Press" Office.

Hongkong, 8th April, 1908.

WANTED FOR JAPAN.

CAPABLE ENGLISH NURSE, to take charge of infant, must be experienced, and best references required. Apply, stating age, last position held, and remuneration required, to—"H.A. 113," Care of "Japan Chronicle," Kobe, Japan.

8th April, 1908.

WANTED.

BY Married Couple no Children, TWO FURNISHED ROOMS, with use of Kitchen.

Apply—K. L. L. Care of "Daily Press" Office.

Hongkong, 7th April, 1908.

GOVERNMENT NOTICE.

SHERIFF WANTED, to reside at TAI PO.

Qualifications—Correct knowledge of English, and quickness and accuracy at figures.

Conditions—Salary \$450 to \$500 by \$50 annually.

Security—\$1,000.

Applications to be sent to the Colonial Treasurer at or before the 11th April.

Hongkong, 30th March, 1908.

INTIMATIONS

NOTICE.

At the request of our Lady Customers, we will hold a

GENUINE

CHEAP SALE

at Rockbottom Prices, for Cash for Three Weeks only from 1st April, 1908.

HOOSAIN ALI & CO.

25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st April, 1908.

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

Postage Stamps in Bags, Packets, Sets, &c. &c.

All other Philatelic Goods.

CALL AT—GRACA & CO. Hongkong Hotel Corridor.

Hongkong, 1st January, 1908.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 35 on PRATA EAST. Approximate AREA 6,000 SQUARE FT. 99 YEARS LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906.

MUSE BISHI DOCKYARD

AND ENGINE WORK.

VAGASAKI.

OLD WORD: "DOCK A.I. A.B.C. and Engineering Code U.S. NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 361 "

Width of Entrance on Bottom... 361 "

Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 521 feet

Length on Blocks... 513 "

Width of Entrance on Top... 361 "

Width of Entrance on Bottom... 361 "

Water on Blocks at Spring Tide 344 "

DOCK No. 2.

Extreme Length... 371 feet

Length on Blocks... 361 "

Width of Entrance on Top... 361 "

Width of Entrance on Bottom... 361 "

Water on Blocks at Spring Tide 344 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL always kept on hand.

THE COMPANY has the powerful steamers "QUIN MARY" (712 tons), "700 L.F.P." specially built for SALVAGE PURPOSE, equipped with necessary gear, always ready for service.

Short Notice.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th February 1907

NOTICES OF FIRMS

NOTICE.

DURING the Temporary Absence of Mr. AUGUSTIN CIBELLE MARTY from the Colony, Messrs. GUMELINDO JESUS SEQUEIRA and ENEE HERZOG are authorized to Sign my Firm per procuratione. A. R. MARTY.

Hongkong, 8th April, 1908.

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our Firm CEASED this Day.

LEIGH & ORANGE

Hongkong, 31st March, 1908.

NOTICE.

MR. ALBERT EDWIN GRIFFIN, Assoc. M. Inst. C.E., is from May 1st, 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore, under the style of "Leigh & Orange."

LEIGH & ORANGE

Hongkong, 31st March, 1908.

NOTICE.

THE Interest and Responsibility of Mr. ALEXANDER GEORGE WOOD in our Firm in Hongkong and China CEASED on 31st March, 1908.

MR. JOHN WHITE COOPER BONN, R. was admitted a PARTNER in our Firm in Hongkong and China on this Date.

MR. CHARLES GORDON STEWART MACKIE is authorized to SIGN our Firm Per Procuratione in Hongkong and China from this Date.

GIBB, LIVINGSTON & Co.

Hongkong, 1st April, 1908.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings Hongkong, on THURSDAY, the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1907, and of declaring Dividends.

The TRANSFER BOOKS of the Society will be CLOSED from the 13th April to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 12.30 p.m. for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1907, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors,

C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908.

CHINA TRADERS' INSURANCE CO. LIMITED.

NOTICE.

THE Certificate No. 582 for Thirty Shares numbered 33541 to 33570, standing in the Register in the name of SIX KING HO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Company on or before the 31st May, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will be void.

By Order of the Board of Directors,

C. MONTAGUE EDE, Secretary.

Hongkong, 3th March, 1908.

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, Mattings in all colours on Sale.

All Orders receive prompt attention.

45, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 30th February, 1908.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENT in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS POETS every fortnight.

For Freight and further particulars, apply to

BODWELL & CO., LIMITED

General Agents for China and Japan

Hongkong, 4th August, 1898.

THE DIRECTORY AND CHRONICLE

FOR 1908

IS NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Bookellers throughout the Far East.

Hongkong, 15th February, 1908.

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions from C. H. GRACE, Esq., to sell by Public Auction, TO-MORROW (FRIDAY) the 10th April, 1908, at 2.30 p.m., at the "La Hacienda" 74, The Peak, SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising—

TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with Boveled Glass, GLASS and CROCKERY WARE, MARBLE TOP WASHSTANDS, CHEST OF DRAWERS, TEAKWOOD BUREAU with Boveled Glass, BRASS MOUNTED DOUBLE and SINGLE IRON BEDSTADS with WIRE and HAIR MATTRESSES, COOKING STOVE and UTENSILS, &c., &c.

Catalogue may be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th April, 1908.

PUBLIC AUCTION.

THE Underigned have received instructions from E. JONES, Esq., Harbour Office, to sell by Public Auction, On SATURDAY, the 11th April, 1908, at 2.30 p.m., within his Residence, No. 4, Victoria View, Kowloon, THE WHOLE of his VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED—

Comprising—TAPESTRY and PLUSH COVERED DRAWING ROOM SUITE, CANTON CARVED BLACKWOOD TABLE and FLOWER STANDS, PICTURES, BOOKCASES, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MARBLE TOP SIDEBOARD with Boveled Glass, GLASS and CROCKERY WARE, MARBLE TOP WASHSTANDS, TEAKWOOD WARDROBES and BUREAU with Boveled Glass, CHEST OF DRAWERS, BRASS MOUNTED DOUBLE and SINGLE IRON BEDSTADS with Wire and Hair Mattresses, COOKING STOVE and UTENSILS, &c., &c.

Also

One COTTAGE PIANO by the Robinson Piano Co.

Catalogue will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 1st April, 1908.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907, £1,537,112.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, £2,750,000

PAY-UP CAPITAL, £87,500

II. FUND, £3,382,720 19

THE Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents.

Hongkong, 13th August, 1906.

AAC IEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTLER, BROCKELMANN & Co., Agents.

Hongkong, 21st April, 1897.

SIEN TING.

SURGEON DENTIST.

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st Sept.—Feb, 1906.

ON SALE.

RATES OF EXCHANGE AT HONGKONG.

THE JAPANESE MAGIC & COMEDY CO.

ON TOUR TO EUROPE
FOR 2 NIGHTS ONLY.

TO-NIGHT (THURSDAY), the 9th inst., will give a Conjuring Entertainment, as performed before Their Majesties the Emperor and Empress of Japan. Do not fail to see them in their
SPECIAL GREAT WATER ACT.
PRICES OF ADMISSION: Dress Circle 52, Stalls 32, Pits 2.
Doors open 8.30. Performance 9 P.M.
Booking at Messrs. Moir & Co., Chater Road.
Hongkong, 6th April, 1908.

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.
WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely safe Securities, payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at the various Drawing either with CASH PRIZES varying from £40 to £40,000 or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £250.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GYLN & CO., 3, RUE DE LA BOURSE, PARIS (France).
PREMIUM BOND DEALERS.

TO LET.

FIRST Class European Houses, Leobell Terrace and Humphreys Avenue, Kowloon.
Apply to—**TAM TSE KONG.**
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West. Hongkong, 1st October, 1907.

TO LET.

FROM 1ST MAY.
KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet and with 255 ft. Sea Frontage, Especially suited for Storage of Coal, Timber, &c.
Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Hongkong, 18th January, 1908.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.
No. 3, CANTON VILLAS.
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st April, 1908.

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.
One ROOM with Verandah and Small Room on the Second Floor of No. 8, Des Voeux Road Central, above our Office, Suitable for business premises or dwellings.
First Floor of No. 8, Queen's Road, Central, comprising Six Large Rooms and Out-houses, suitable for business premises or dwellings, now occupied by PERD. BORNEMANN.
Apply to—**DAVID SARSON & Co. LTD.**
Hongkong, 7th April, 1908.

TO LET.

HOUSE in KENNEDY ROAD, Healthy Locality.
4 ROOMED HOUSES in Morrison Hill, G.P. Road, suitable for Married Couple with Small Family. Rents low.
EUROPEAN FLATS in "WILD DELL" Buildings, Rents low.
No. 2, CHANCELLY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.
Apply to—**PERCY SMITH & SETH.**
Accountants & Auditors, &c., 5, Queen's Road Central. Hongkong, 19th March, 1908.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VOEUX ROAD CENTRAL, (formerly occupied by Messrs. SHAW, TOMES & CO.).
Apply to—**THE COMPTON DEPT., JARDINE, MATHESON & Co. LTD.,** Connaught Road Central. Hongkong, 24th February, 1908.

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession. Moderate rentals.
Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Hongkong, 2nd April, 1908.

TO LET.

NO. 4, BARROW TERRACE, Kowloon, Cheap Rental.
Apply to—**SPANISH PROCURATION.**
Hongkong, 2nd April, 1908.

TO LET.

IMMEDIATE POSSESSION.
GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.
Apply to—**CHATER & MODY.**
Hongkong, 24th March, 1908.

TO LET.

ONE FOUR-ROOMED HOUSE at Praya East, near East Point.
Apply to—**JARDINE, MATHESON & Co. LTD.**
Hongkong, 23rd March, 1908.

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground, HOUSES in Wong Nei Chung Road, No. 10, DES VOEUX ROAD CENTRAL, 1st floor.
"HATFIELD" Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDINGS, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 108, Des Voeux Road, text to the HONGKONG TRADING PLATS in MORRISON TERRACE.
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st April, 1908.

TO LET.

"FAIRVIEW" No. 1, Robinson Road, Hongkong, 6 big Rooms, nice view of harbour.
Apply to—**Messrs J. ULLMANN & Co.,** 31, Queen's Road. Hongkong, 1st April, 1908.

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.
No. 1, COLLEGE GARDENS, Farnished. For 5 or 6 Months, cheap rental.
OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.
No. 8, BELLIOS TERRACE, 1st Row Corner House.
BEACONFIELD ARCADE, Fine Office and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell Macgregor).
OFFICES in Queen's Road Central, BELLIOS TERRACE HOUSES, ROBINSON ROAD.
LADDOCK, No. 9, CONDUIT ROAD, 8 Rooms, Furnished, or Unfurnished, from 15th April, 1908. Large Servants' Quarters and full sized Tennis Court.
No. 3, DUDDELL STREET Shop.
No. 2, DES VOEUX VILLAS (P.M.A.).
No. 57, PRAYA GRANDE, Macao.
Apply to—**LINSTEAD & DAVID,** 3rd Floor, Alexandra Building. Hongkong, 9th April, 1908.

TO LET.

EITHER Side of the DOUGLAS WHARF.
Terms on Application to—**DOUGLAS LAPEIRA & CO.,** General Managers. DOUGLAS STEAMSHIP CO. LTD. Hongkong, 31st March, 1908.
TO LET.
NOS. 27, 31 and 33, SEYMOUR ROAD.
Apply to—**SAM WANG CO., LTD.,** 81, Queen's Road Central. Hongkong, 27th November, 1907.
TO LET.
OFFICES in ALEXANDRA BUILDINGS.
Apply—**SECRETARY, A. S. WATSON & Co. Limited.** Hongkong, 23rd April, 1907.
TO LET.
NO. 2, MACDONNELL ROAD.
Apply to—**COMPTON DEPT., JARDINE, MATHESON & Co. LTD.,** Nippon Yusen Kaisha. Hongkong, 3rd June, 1908.
TO LET.
LARGE OFFICE ROOM on First Floor of No. 16, DES VOEUX ROAD.
Apply to—**PERD. BORNEMANN.** Hongkong, 23rd January, 1908.
TO LET.
THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, opposite the General Post Office. The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to—**YEE SANG FAT & CO.** Same address. Hongkong, 28th January, 1907.

AMERICAN MONEY PANIC.

ALDRICH CURRENCY BILL.

Mr. A. Maurice Low writes to the Times from Washington, February 21st.—In connection with the discussion now going on in Congress over the merits and demerits of the Aldrich Currency Bill, which the Senate regards as a fairly good makeshift and the House considers so utterly vicious that it should not become a law, a currency proposal has been made that has been given respectful attention by currency experts in both Houses of Congress. The proposal, it was stated before a Congressional Committee, is that of the late Lord Goschen advanced by him when he was Chancellor of the Exchequer. It was in 1893 that the Baring crisis convinced him of the necessity of fortifying the Bank's gold reserve. That crisis showed—and it was simply symptomatic of all recent financial emergencies—that in time of stress legal tender money—gold or notes equivalent to gold, because they are redeemable by the Bank of England in gold at sight—had an irresistible tendency to disappear from bank deposits and find their way into hiding in the pockets of the people. To overcome this the measure he proposed to increase the Bank's metal reserve. It would not have been a difficult matter to buy gold for gold can be bought like any other commodity, provided one has the money to pay for it, but that will have been simply exchanging one thing for another, which is not a profitable operation. He could, of course, have purchased gold with bank notes based on Government credit, but that would have been inflation, and to that he was inflexibly opposed; for he was too sound and scientific a banker not to comprehend the danger of an inflated currency. His plan, it was stated to the Committee, contemplated the withdrawal from circulation of some £30,000,000 in half-sovereigns, the bulk of which, he assumed, were in the pockets of the people. That would have been contraction, which is only one degree less harmful than inflation, and to prevent contraction he proposed that for every half-sovereign withdrawn from circulation and placed in reserve there was to be issued a note of an equal amount. These ten shilling notes were to be legal tender for a maximum of forty shillings. They were to have been secured by the deposit of silver bullion or silver coins, just as now the Bank secures a five-pound note by the deposit of an equivalent amount of gold bullion or minted coins of the requisite weight and fineness.

Lord Goschen announced his proposal in a speech made at Leeds on January 23, 1891. It was a time when both in England and the United States there was a great agitation over the silver question. In England it was a less burning issue than it was on this side of the Atlantic, but in England there were many bi-metallicists, who vigorously opposed what looked to them like a still further concession to the "gold bugs." The argument of the silver men was that prices all over the world were falling because of the scarcity of the sole medium of exchange—gold, and that the only way to bring about an appreciation of prices was by increasing the world's supply of international currency, and as the limit of gold production had been reached (that was before the riches of the Transvaal had been uncovered) the deficiency must be made up by reminting silver and giving it full legal tender. But the Goschen plan, as the silver men of that day viewed it, hit them not once but twice. It contracted the currency in circulation by thirty millions; it further degraded silver and stamped it as a base metal by destroying anew its legal tender qualities. In the face of this opposition Lord Goschen made no effort to press his plan, and instead people have forgotten it. It has been called the attention of Congress as the possible basis for the preparation of those periodic money pacts in the United States that so disturb the international exchange markets. The suggestion has been made that the United States should what Lord Goschen proposed, that is, create a large gold fund in the Treasury by the monthly purchase of gold notes to a fixed amount, issuing in place of them small silver notes, whose legal tender should be limited to two pounds. The American gold note is secured by gold coin or bullion deposited with the Treasury. As these notes are withdrawn and cancelled the gold on which they are based would be turned over to the reserve. In the course of a few years the gold reserve would be from twenty to forty or sixty million pounds. Obviously the existence of a Treasury fund of twenty or even one hundred millions in gold, which is not used as the basis for note circulation and which the Treasury does not put into circulation, would be no more effective in breaking the stringency in the Money Market than a miser's hoarded gold appears to the hunger of his crying children. While, of course, details have not been discussed, the idea is that this reserve should be used under certain conditions and only in an emergency. In the last October panic the United States imported from London some twenty millions sterling in gold, which sent the Bank rate up to 7 per cent, and partially paralysed trade the world over. In case of stress, instead of drawing on London, New York bankers could draw on the Treasury, which would lend its gold on the same security that is now accepted in European financial centres.

There is no longer a silver question in the United States. Facts have routed fallacies. Nature has proved more powerful than theories. The yield of the mines of the Transvaal is more eloquent than the orators of Mr. Bryan and more convincing. But while silver is no longer either a political or an economic question it has for many people both a sentimental and material interest. Sentimentally they are attached to the "dollar of the fathers," and regard silver as too useful a money metal to be placed in the same class with brass or copper; materially the price of silver means much to the owners of silver mines, for silver is a commodity like iron or coal, and its price is affected by the world's demand. If the United States and Great Britain should retire a certain amount of gold coinage and substitute in its place silver notes secured by the metal, the price of silver would, experts believe, undoubtedly advance, which would mean increased profits to the owners of silver mines throughout the world. It would be profitable for the governments interested to substitute silver for gold to the extent indicated, because of the seigniorage, or the difference between the bullion value of silver in the open market and its value when minted. At present silver is worth about 97s. per ounce in London and can be converted into shillings and other non-legal tender coins with a value of 66s. per ounce. Even if silver went to a dollar an ounce, which is the dream of the mine owner, there would still be a considerable profit in buying it at that price and making it the security on which ten shilling notes are issued. The silver men, therefore, in the United States look upon the plan with favour, and the bi-metallicists treat it with favour because it was proposed by a British Chancellor of the Exchequer whose adhesion to the single gold standard has never been questioned. But there is no subject more complicated and at times more confusing than currency and its bearings on international trade. This discussion has brought to light the interesting fact that while cheap silver it of great advantage to Asia it is

correspondingly injurious to Great Britain and the United States. Both countries send large quantities of cotton cloth to the Far East, and it is apparent at a glance that the cheaper the price of silver the less the Asiatic has to pay for his imports, and the less the British and American exporters receive for their goods. And, conversely, ever Asiatic products enter into competition with those of Europe or America, the lower the price of silver the greater the advantage to the Asiatic, because it enables him to produce more cheaply and therefore to undersell in a gold standard market. If silver and gold were on a parity this bonus in favour of the silver-producing country would be practically eliminated. The Government of India recognised this when the Viceroy's Commission of 1897 proposed an increase of the rupee exchange rate, its refusal being based on the declaration that a rise in the rate of exchange would kill the Indian export trade, "for the time at least." These are the arguments in favour of the plan, but naturally arguments are brought against it. One is that while the creation of a large gold reserve in England would undoubtedly be a good thing, a huge gold reserve in the United States might be a very bad thing because of the archaic system prevailing here. Now, whenever speculators or business men are pined by their turn appealingly to the Treasury to help them out of their plight, just as the youngster at college who has gone this pace turns to a rich and indulgent relative for assistance, and the business man, like the youth, makes many good resolutions, and who is tempted by extravagant forecasts that he ever made them, a Treasury "war chest" of millions would, many persons think, prove a direct incentive to even more reckless business methods than those that now exist; the knowledge that the Treasury could always conveniently or without disturbing the equilibrium of international exchange "come to the relief of the market" would, it is feared, destroy all sense of responsibility. No matter what happened, the feeling would be that the Treasury could always be relied upon to prevent disaster. That would be dangerous and harmful in the extreme. It is the constitutional weakness of all legislative bodies never to do to-day what can be postponed until "this day six months hence," and Congress easily leads in the gentle art of procrastination. It is recognised that the Aldrich Currency Bill, which in all probability will have passed the Senate before this letter is read, is merely a makeshift measure, and that the next Congress must seriously consider a more scientific revision of the fiscal system. Possibly Congress will again postpone the day of work, but whenever it takes up the question in a spirit of real reform the Goschen or some other similar plan, in part or in whole, may perhaps be embodied in the American currency system.

LATEST STEAMER MOVEMENTS.

The Glen Line str. *Glenearn* left Singapore on the 8th inst., and may be expected here on the 13th inst.
The str. *Denbighshire* left Singapore on the 8th inst., and is due here on or about the 14th inst. afternoon.
The P & O str. *Japra* left Singapore for this port on the 7th inst. at 10 a.m.
The Barber Line str. *Singara* left New York for China and Japan on 5th inst.
The I.G.M. str. *Goschen* left here on the 11th of ult. at noon has arrived at Genoa on 7th inst. at 2 p.m.

From the irritation of sunburn or insect bites, the troubles of a cut, sore or scratch, quick relief is given by

Calvert's
Carbolic Ointment.

Soothing, healing and antiseptic. Sold by all chemists and by Clinchell and Morris. Makers: V. N. Calvert & Co., Manchester, Eng.

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all irregularities. Thousands of ladies keep a box of this pill in the house, so that on the first signs of any irregularity of the system a timely dose may be taken. It is a simple, safe, and effective remedy. At all Chemists and Druggists or post free on receipt of 6d. per box. MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

THORNE'S
OLD VAT



THIS VAT WAS STAMPED BY THE LATE ROYAL FACTORY OF GREENOCK AND HAS BEEN SOLD SINCE 1812.

SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA & MANILLA.
A. S. WATSON & Co. LTD.
A. S. WATSON & Co. LTD.

APENTA

NATURAL APERIENT WATER.
Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL,
St. Louis, 1904.

DOSE—A Wineglassful in the morning before breakfast.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that JOHN DEWAR & SONS, LIMITED, of Glasgow Road, Perth, Scotland and of Dewar's Wharf, Waterloo Bridge, London, has on the 4th October, 1907 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:



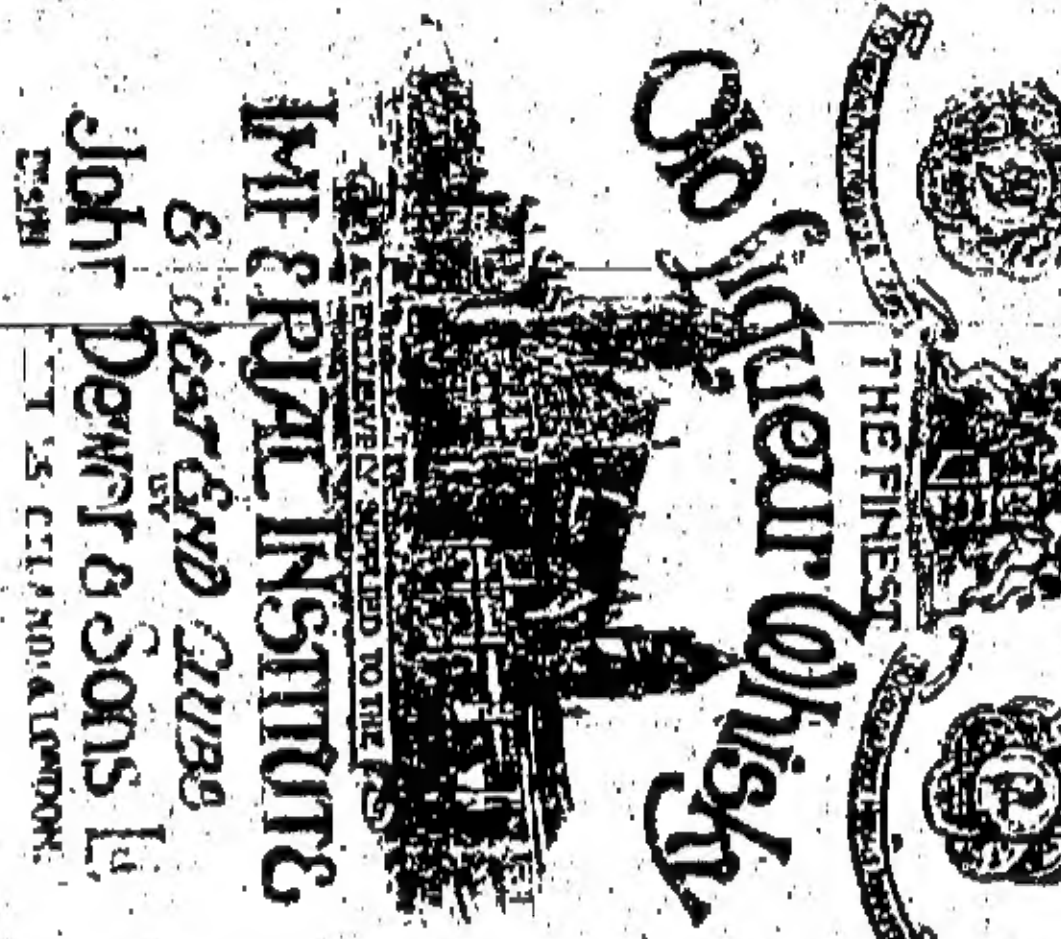
in the name of JOHN DEWAR & SONS, LIMITED, who claim to be Sole Proprietors thereof. The Trade Mark has been used by the applicants in respect of the following Goods namely WHISKY IN GLASS 48.
A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.
Dated the 6th day of March, 1908.

BRUTTON & HETT,
Nos. 39, 41 & 43 Des Voeux Road, Victoria, Hongkong,
on behalf of the Applicants
JOHN DEWAR & SONS, LIMITED.

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Nos. 39, 41 and 43 Des Voeux Road, Victoria, Hongkong,
on behalf of the Applicants
JOHN DEWAR & SONS, LIMITED.

Science and Art go hand-in-hand making Welsbach not only the most efficient, but the most Elegant Light.

Welsbach

GLOBES AND FITTINGS.

For household lighting Welsbach have the largest selection of artistic globes and gas-fittings; clear globes, opal globes, frosted globes in every shape and design, with effects in Brown, Blue, Pink, Orange, Citron, Lemon, etc.

The thousands of fittings comprises Pendants and Brackets for upright or inverted lighting in solid brass, lacquer, wrought iron and bright copper, oxidised steel and antique copper effects to suit all tastes and pockets.

Particulars and catalogues may be obtained of the Sole Agents for the Welsbach Incandescent Gas Light Co., Ltd., London.

SOLE AGENTS FOR CHINA:
WILKS & JACK, LTD.,
14, DES VOEUX ROAD CENTRAL, HONGKONG.

GOLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908.

SINGON & CO.
IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. 27, 29 and 31, Market Street, Hongkong. Telephone No. 515.

SHIPPING.

ARRIVALS.

AUGUSTINE, British str., 2854, Moir, 8th April—Newcastle 17th March, Coal—Shewan Tomes & Co.
 REIGNAVIA, German str., 4277, Hildebrandt, 8th April—Shanghai 5th April, General—Hamburg-Amerika Linie.
 DAIJIN MARU, Jap. str., 960, I. Sakurai, 8th April—Shanghai 7th April, General—Oseka Kaisha.
 HAICHING, British str., 1267, A. E. Hodgins, 8th April—Coast Ports 7th April, General—Douglas, Lapraik & Co.
 KIANGPING, Chinese str., 1222, H. Uddin, 7th April—Chinkiang 1st April, General—Chinese.
 KOSICHANO, German str., 1292, C. Roselofsky, 8th April—Bangkok 27th March, Rice—Butterfield & Swire.
 KWANGLEE, Chinese str., 1084, R. Lincoln, 7th April—Shanghai 5th April, General—Chinese.
 MANDJOUR, Russian cruiser, 8th April, Canton.
 MATILDA KORNEL, German str., 1468, Dibbes, 7th April—Hongkong 4th April, Coal—Jensen & Co.
 NANCHANG, British str., 1046, W. Miller, 8th April—Newchang 1st and Chong 3rd April, General—Butterfield & Swire.
 PAOTING, British str., 1073, Taubman, 8th April—Amoy 7th April, Ballast—Butterfield & Swire.
 QUINTA, German str., 937, F. Fuhn, 7th April—Singapore 1st April, Kerosene Oil—Siemens & Co.
 SAMSEN, German str., 1642, Schwitz, 7th April—Bangkok 31st March, Rice—Butterfield & Swire.
 SINGAN, British str., 1047, F. Jamieson, 8th April—Haiphong and Hoihow 7th April, General—Butterfield & Swire.
 TAKASAKI MARU, Jap. str., 2950, A. Mooker, 7th April—From Japan, General—Nippon Yusen Kaisha.
 TRIUMPH, German str., 769, Hansen, 8th April—Haiphong 5th April, General—Jensen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 8th April.
 BORNEO, British str., for London.
 CHONGKONG, German str., for Bangkok.
 HONGKONG, British str., for Amoy.
 KUKURA MARU, Japanese str., for Moji.
 MERUPT, Dutch str., for Amoy.
 SPIR, Norwegian str., for Yungpo.
 TAKASAKI MARU, Japanese str., for Bombay.
 ZOONAM, Chinese str., for Shanghai.

DEPARTURES.

8th April.
 ANIGO, German str., for Haiphong.
 CHAZER, British str., for Shanghai.
 HONGKONG, French str., for Haiphong.
 KWANGLEE, Chinese str., for Canton.
 MATHILDS, German str., for Haiphong.
 PAKLAT, German str., for Hoihow.
 PRINCESS ALICE, German str., for Europe.
 QUINTA, German str., for Swatow.
 TUNGUS, Norwegian str., for Manila.
 WHARF CASTLE, British str., for Shanghai.
 YORCK, German str., for Shanghai.

SHIPPING REPORTS.

The Japanese str. Daijin Maru reports: Cloudy and foggy weather, East wind.

VESSELS IN DOCK.

April 8th.
 ABERNETHY DOCKS.—
 Kowloon Dock—Neil McLeod, Sorongon Quarls, H.M.S. Hardy, Nonning, Standard, Zookang, Chingtu, Chantaboon.
 COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW AND FOCHOW.

THE Company's Steamship
 "HAIJUN."
 Captain A. J. Robson, will be despatched for the above Ports TO-DAY the 9th inst. at Noon.
 For Freight or Passage, apply to
 DOUGLAS, LAPRAIK & CO.,
 General Managers.
 Hongkong, 7th April, 1906. 676

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rukattino United Companies.)

STEAM FOR NAPLES AND GENOA.
 (without transhipment in Bombay.)

VIA SINGAPORE, PENANG AND BOMBAY.
 (Taking Cargo at Conference Rates less 2/6 and Usual Rebates.)

Having connection with Company's Mail Steamers to Messina and LERNOEN and VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO, PORTS and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "LEVANZO."
 Captain Belaito, will be despatched as above on SATURDAY, the 11th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 7th April, 1906. 4

THE AMERICAN AND ORIENTAL LINE.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship
 "TUDOR PRINCE."
 Capt. Macdonnell, will be despatched for the above Port on or about TUESDAY, the 21st April.
 For Freight apply to
 ARNOLD KARBBERG & Co.,
 Agents.
 Hongkong, 12th March, 1906. 523

NOTICE TO KOWLOON RESIDENTS
 EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK STORE, No. 36, DEE YU ROAD, ST. PAUL'S STREET, KOWLOON.
 Hongkong, 2nd December, 1903.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections; common to all from Green Island, Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels moored at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & NO.	FLAG & NO.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA SUEZ CANAL	MALTA	Brit. str.	—	C. H. S. Toque	P. & O. S. N. Co.	On 18th inst. at Noon.
HAVRE, ROTTERDAM & HAMBURG &c.	BRIGANDIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS &c.	LITHIA	Brit. str.	k.w.	K. Webster	HAMBURG-AMERICA LINE	On 26th inst.
HAVRE, LONDON & ANTWERP VIA SUEZ CANAL	CLYDE	Ger. str.	k.w.	Bahle	HAMBURG-AMERICA LINE	On 10th May.
HAVRE & HAMBURG VIA STRAITS &c.	SHKOLMIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 24th May.
MARSEILLES, HAVRE & COPENHAGEN	TRANQUEBAR	Dan. str.	—	Lancelotti	MELCHERS & CO.	On 13th inst.
MARSEILLES, HAVRE & COPENHAGEN	TOURANE	Fr. str.	—	U. W. Gordon	MELCHERS & CO.	On 13th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BORNIO	Brit. str.	—	W. W. Cooke, R.N.	P. & O. S. N. Co.	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	PERA	Brit. str.	—	Müller	P. & O. S. N. Co.	On 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SAMBIA	Ger. str.	k.w.	C. H. Bailey	NIPPON YUSEN KAISHA	On 15th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TAMBA MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 29th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	INABA MARU	Jap. str.	—	Belske	CARLOWITZ & CO.	On 11th inst. at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	LEVANZO	Ital. str.	—	H. Kirchner	MELCHERS & CO.	On 22nd inst. at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TRIESTE	Ger. str.	—	G. Bortolotti	SANDER, WIEBER & CO.	About 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	NEW YORK	Am. str.	—	Macdonnell	ARNOLD, KARBBERG & CO.	About 21st inst.
BOSTON & NEW YORK	LOWTHER CASTLE	Am. str.	—	—	—	About 21st inst.
VANCOUVER VIA HANGHAI JAPAN &c.	SIKH	Brit. str.	2 m.	—	—	On 25th inst.
VANCOUVER VIA HANGHAI JAPAN &c.	EMPERESS OF INDIA	Brit. str.	1 m.	—	—	On 25th inst.
VANCOUVER VIA HANGHAI JAPAN &c.	MONTEAGLE	Brit. str.	—	—	—	On 25th inst.
VICTORIA, B.C. & SEATTLE, WASH. &c.	TECA MARU	Jap. str.	—	J. Nagao	CANADIAN PACIFIC R. Co.	On 14th inst. at Noon.
VICTORIA, B.C. & SEATTLE, WASH. &c.	SWINARD MARU	Jap. str.	—	K. Kawaya	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	KUMERIC	Am. str.	—	Cowley	DODWELL & CO., LTD.	On 14th May.
CALLAO AND IQUIQUE, VIA JAPAN PORTS &c.	KASATO MARU	Jap. str.	—	H. Brandt	TOYO KISEN KAISHA	Quick despatch.
CALLAO AND IQUIQUE, VIA JAPAN PORTS &c.	LANDSAT SCHIFF	Ger. str.	—	T. L. Harrison	CHINA COMMERCIAL S.S. Co.	On 2nd May, at 5 P.M.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	NIEKO MARU	Jap. str.	—	W. W. Eldy	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	W. von Senden	BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	P. T. Helms	MELCHERS & CO.	On 23rd inst. at 5 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	EMPIRE	Brit. str.	—	N. Mathieson	GIBB, LIVINGSTON & CO.	On 25th inst. at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	KUMANO MARU	Jap. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 15th May, at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	IRINA SIGISMUND	Ger. str.	—	N. Ohno	NIPPON YUSEN KAISHA	About 1st May.
YOKOHAMA AND KOBE	KANAGAWA MARU	Jap. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 28th inst. at D'light
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
YOKOHAMA AND KOBE	KUMANO MARU	Jap. str.	—	Jurkane	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA AND KOBE	TILLWONG	Dut. str.	—	Dowson	JARDINE, MATHESON & CO., LD.	To-day, at 10 A.M.
YOKOHAMA AND KOBE	CHONGSHING	Brit. str.	1 m.	W. P. Baker	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	C. D. Denny, R.N.	P. & O. S. N. Co.	About 11th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	Eckhorn	HAMBURG-AMERICA LINE	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	T. Arakawa	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	Verton	MELCHERS & CO.	About 13th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	M. Nemoto	OSAKA SHOSSEN KAISHA	On 14th inst. at 10 A.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	W. Hayward, R.N.	MELCHERS & CO.	About 18th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	E. Malchow	MELCHERS & CO.	On 20th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	Hildebrandt	HAMBURG-AMERICA LINE	About 22nd inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & CO., LD.	On 25th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	de Brouwer	JAVA-CHINA-JAPAN LINE	On 1st May, at Noon.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	Cogan	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	I. Sakurai	OSAKA SHOSSEN KAISHA	On 11th inst. at Noon.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	A. J. Robson	DOUGLAS LAPRAIK & CO.	On 12th inst. at 10 A.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	A. E. Hodgins	DOUGLAS LAPRAIK & CO.	On 11th inst. at 3 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	Jamieson	BUTTERFIELD & SWIRE	On 15th inst. at 8 A.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 11th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	H. Almond	JARDINE, MATHESON & CO., LD.	To-day, at 5 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	T. Meyrick	SHEWAN, TOMES & CO.	On 17th inst. at Noon.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	F. Semblit	SHEWAN, TOMES & CO.	On 18th inst. at Noon.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	A. Mooker	NIPPON YUSEN KAISHA	Middle of April.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	H. Walker	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	van Emmerick	JAVA-CHINA-JAPAN LINE	On 11th inst. at 3 P.M.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific in the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.
 11 DAYS YOKOHAMA TO VANCOUVER.
 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April
"MONTEAGLE"	6,183	WEDNESDAY, 22nd April	16th May
"EMPERESS OF JAPAN"	6,000	THURSDAY, 7th May	26th May
"GLENFARG"	3,700	WEDNESDAY, 20th May	13th June
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th June	22nd June
"LENNOX"	3,700	WEDNESDAY, 17th June	16th July

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 * "EMPERESS OF INDIA" and "EMPERESS OF JAPAN" will depart from HONGKONG at 4 P.M.
 * S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.

THE "EMPERESS OF INDIA" is a special mail steamer, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Steamer, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York \$71.10
 Intermediate on Steamers, "240, "242,
 and 1st Class Railways...

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording a superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake's

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila via Amoy	On 9th April, 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 18th April, Noon

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th April, 1906. 14

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. LOWTHER CASTLE ... On or about 31st May.

For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 9th April, 1906. 15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
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* KUMERIC ... 6,232 ... Cowley ... On 14th May.
 * SHAWMUT ... 9,606 ... E. V. Roberts ... On 30th May.
 * TREMONT ... 9,606 ... T. W. Garlick ... On 19th June.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw, s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 19th March, 1906. 8

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
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MARSEILLES, HAVRE, "TRANQUEBAR" ... On 18th April.
 COPENHAGEN, HAVRE, "CANTON" ... On 20th April.
 SHANGHAI, YOKOHAMA & KOBE.

For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 7th April, 1906. 6

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.
 Head Office for the Far East:
 16, DEE YU ROAD, HONGKONG.
 Japan Office:
 14, WATER STREET, YOKOHAMA.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "MALTA."

Captain C. H. S. Toque, carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 18th April at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALEDONIA," due in London on 30th May 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to
 F. J. ABBOTT,
 Acting Superintendent.
 Hongkong, 6th April, 1906. 1

THE Company's Steamship
 "PERSIA."

Capt. G. Bartolo, will be despatched as above on or about TUESDAY, the 21st April.

This steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to
 SANDER, WIEBER & Co.,
 Agents.<

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	BORNEO	About 8th April	Freight and Passage.
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	Capt. C. D. Deany, R.N.R.	About 11th April	Freight and Passage.
SHANGHAI	OCEANA	About 16th April	Freight and Passage.
LONDON via USUAL PORTS	MAITA	Noon, 18th April	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	PERA	About 26th April	Freight only.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 6th April, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG"	On 9th April, 4 P.M.
NINGPO and SHANGHAI	"PAOTING"	On 10th April, 4 P.M.
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 11th April, Noon.
HOIHOW, and HAIPHONG	"SINGAN"	On 12th April, 9 A.M.
SHANTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 15th April, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 21st April, 4 P.M.
KOBE	"CHINGTU"	On 26th April, 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th April, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI via SWATOW, AMOI and FOOCHOW	"DAIJIN MARU"	SUNDAY, 12th April, at 10 A.M.
* SHANGHAI via SWATOW, AMOI and FOOCHOW	"CHOSHUN MARU"	TUESDAY, 14th April, at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th April, 1908.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Middle of April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUITPOLD"	Wed. day, 22nd April, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EISEL-FRIEDRICH"	About Wed. day, 22nd April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 23rd April, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Friday, 1st May.

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th April, 1908.

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

* Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA 16th April	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BELGRAVIA 9th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA 25th April	FOR MARSEILLES, BREMEN & HAMBURG: S.S. SAMBIA 12th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA 6th May	FOR HAVRE & HAMBURG: S.S. LIBERIA 26th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA 14th May	FOR HAVRE & HAMBURG: S.S. SILEBIA 10th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND 25th May	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA 24th May

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
via SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN"	About 13th April
MARSEILLES, via PORTS	"TOURANE"	On 14th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"YARRA"	On 27th April, P.M.
MARSEILLE via PORTS	"ARMAND BEHIC"	On 28th April, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

J. MILLER,
Agent,
Queen's Building.

Hongkong, 7th April, 1908.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler, Tons 6134	WED. DAY, 15th April, at Daylight.
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	INABA MARU Capt. Wm Bainbridge, Tons 6183	WED. DAY, 29th April, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, and BRISBANE	TOSA MARU Capt. J. Nagao, Tons 5823	TUESDAY, 14th April, at 4 P.M.
COLOMBO via SINGAPORE	SHINANO MARU Capt. K. Kawara, Tons 6888	TUESDAY, 28th April, at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NIKKO MARU Capt. T. Harrison, Tons 5539	FRIDAY, 17th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson, Tons 5078	FRIDAY, 15th May, at Noon.
KOBE and YOKOHAMA	TAKASAKI MARU Capt. A. Mooker, Tons 4746	THURSDAY, 9th April, at Noon.
	KAGESHIMA MARU Capt. T. Arakawa, Tons 468	SUNDAY, 12th April, at Noon.
	KUMANO MARU Capt. N. Mathieson, Tons 5078	WED. DAY, 15th April, at Noon.
	KANAGAWA MARU Capt. N. Ohno, Tons 6189	SATURDAY, 18th April, at Daylight.

* Calling at Shimonoseki.
* Calling at Yokohama.
* Cargo only.
* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 9th April, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* TIENTSIN	"CHEONGSHING"	Thursday, 8th April, 10 A.M.
* SHANGHAI via NINGPO	"KWONGSANG"	Thursday, 8th April, Noon.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 11th April, 3 P.M.
* MANILA	"LOONGSANG"	Saturday, 11th April, 4 P.M.
* SHANGHAI	"HANGSANG"	Monday, 13th April, 4 P.M.
* MANILA	"YUENSANG"	Friday, 17th April, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE, MOJI	"KITSANG"	Friday, 1st May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Island Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Hongkong, 9th April 1908

THE REASON WHY

van
Houten's

is the Standard Cocoa of the
World is that it combines
Flavour, Quality and Economy
as they are not combined in
any other Cocoa.

BEST & GOES FARTHEST.

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"EMDRAT SCHEIFF"
Captain H. Brandt, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 2nd May, at 5 P.M.

For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Manion.

Hongkong, 8th April, 1908.

FOR EUROPE & AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPORTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

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PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT,

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM LEITH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.

Agents,
Hongkong, 3rd April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Mongolia.
From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 2nd April, 1908.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"LANGBANK."

Captain Rant, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 P.M.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd April, 1908.

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SILENA"

Captain Bahl, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 P.M.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th April, 1908.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD.

Agents,
Hongkong, 6th April, 1908.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rabuffino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVANZO,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Deliverable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 18th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ & CO., Agents.

Hongkong, 6th April, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 9th April, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 7th April, 1908.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Wednesday, the 7th inst., at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 18th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 7th April, 1908.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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